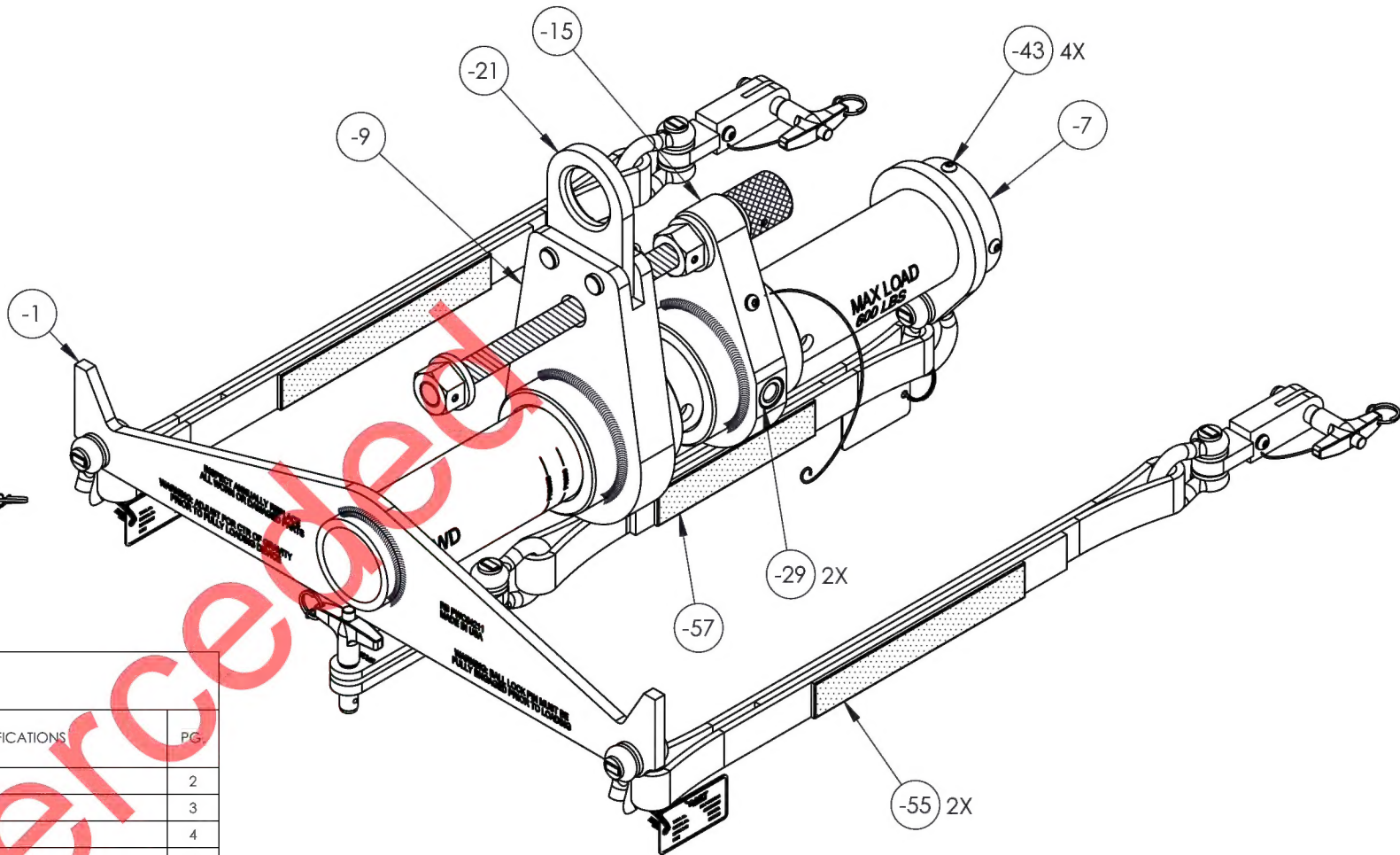
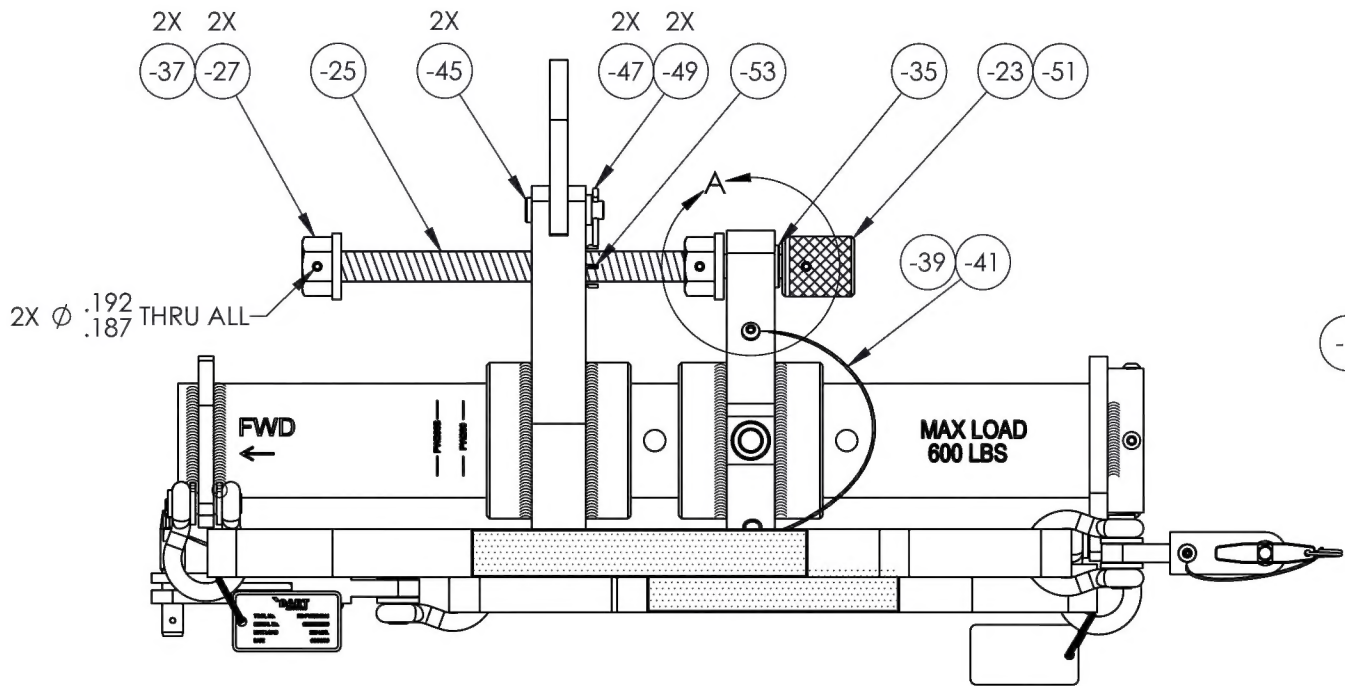


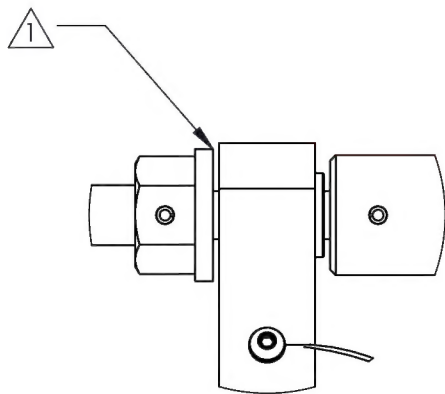
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REVISIONS				
REV	ECR	DESCRIPTION	DATE	INITIAL
1	16-0001	REMOVED 10-32 UNF LANYARD MOUNT HOLES FROM -5 & -7. REMOVED -33 PIN. CH'D -7 TO WELDMENT. ADDED NEW -33 AND -19 TO -7. UPDATED TO NEW DRAFTING STANDARDS.	1/21/2016	SM



BOM Table(Restructured)

ASSY QTY	ASSY QTY	ASSY QTY	ASSY QTY	B/O	Part #	UNIT QTY	Description	Material	B/O INFORMATION OR SPECIFICATIONS	PG.
			X		-1	1	FRAME WELDMENT			2
			1		-3		FRAME TUBE	6061 SCH 80		3
			1		-5		FRAME FORWARD END	6061		4
		X			-7	1	FRAME AFT END WELDMENT			5
	X				-9	1	LIFT WELDMENT			6
	1				-11		LIFT BODY	6061		7
1	1				-13		SLIDE TUBE	6061		8
X					-15	1	ANCHOR WELDMENT			9
1					-17		ANCHOR BODY	6061		10
		1			-19		FRAME AFT END	6061		11
					-21	1	LIFT PLATE	1018		12
					-23	1	KNOB	1018		13
					-25	1	SCREW	STEEL	5/8-11 UNC X 1 ft (MCMASTER-CARR #98957A501 MODIFIED)	14
					-27	2	FLANGE HEX NUT	STEEL	5/8-11 UNC (MCMASTER-CARR #91030A035 MODIFIED)	15
				B/O	-29	2	DRILL BUSHING W/ HEAD	STEEL	Ø 7/16 ID X Ø 5/8 OD X 1/2 (MCMASTER-CARR # 8492A235)	1
				B/O	-31	1	T HANDLE BALL LOCK PIN	STEEL	Ø 7/16 X 4 ESSENTRA #CL-7-BLPT-4.00	1
		1			-33		FRAME AFT END MOUNT	6061		16
				B/O	-35	1	DRILL BUSHING W/ HEAD	STEEL	Ø 1/2 ID X 3/4 OD X 29/32 (MCMASTER-CARR # 31435A213)	1
				B/O	-37	2	SPRING PIN	STEEL	3/16 X 1 (MCMASTER-CARR # 90692A725)	1
				B/O	-39	1	BUTTON HEAD SOCKET CAP SCREW	STEEL	#10-32 X 1/4 (MCMASTER-CARR # 91255A261)	1
					-41	1	LOOP TO EYE LANYARD		Ø 1/4 IN. EYE X Ø 1 IN. LOOP X 12 IN. LENGTH (USE COND & FERRALS)	1
				B/O	-43	4	BUTTON HEAD SOCKET CAP SCREW	STEEL	#10-24 X 5/8 (MCMASTER-CARR # 91255A244)	1
				B/O	-45	2	CLEVIS PIN	STEEL	Ø 3/8 X 1-1/2 (MCMASTER-CARR # 98306A273)	1
				B/O	-47	2	SHIM	STEEL	3/8 ID X 5/8 OD X 1/8 (MCMASTER-CARR # 3088A511)	1
				B/O	-49	2	COTTER PIN	STEEL	Ø 1/8 X 3/4 (MCMASTER-CARR # 98338)	1
				B/O	-51	1	SPRING PIN	STEEL	Ø 3/16 X 1-1/8 (MCMASTER-CARR # 98296A911)	1
				B/O	-53	1	KEY LOCKING THREAD INSERT	STEEL	5/8-11 UNC X 7/8-14 (MCMASTER-CARR # 90245A038)	1
				B/O	-55	2	LIFTING STRAP		RB PWC64844	
				B/O	-57	1	LIFTING STRAP		RB PWC64845	1
ASSY -15	ASSY -9	ASSY -7	ASSY -1							



DETAIL A  
SCALE 1 : 2

**UNDER REVIEW**  
URF 19-688 19.04.12 (KPT)

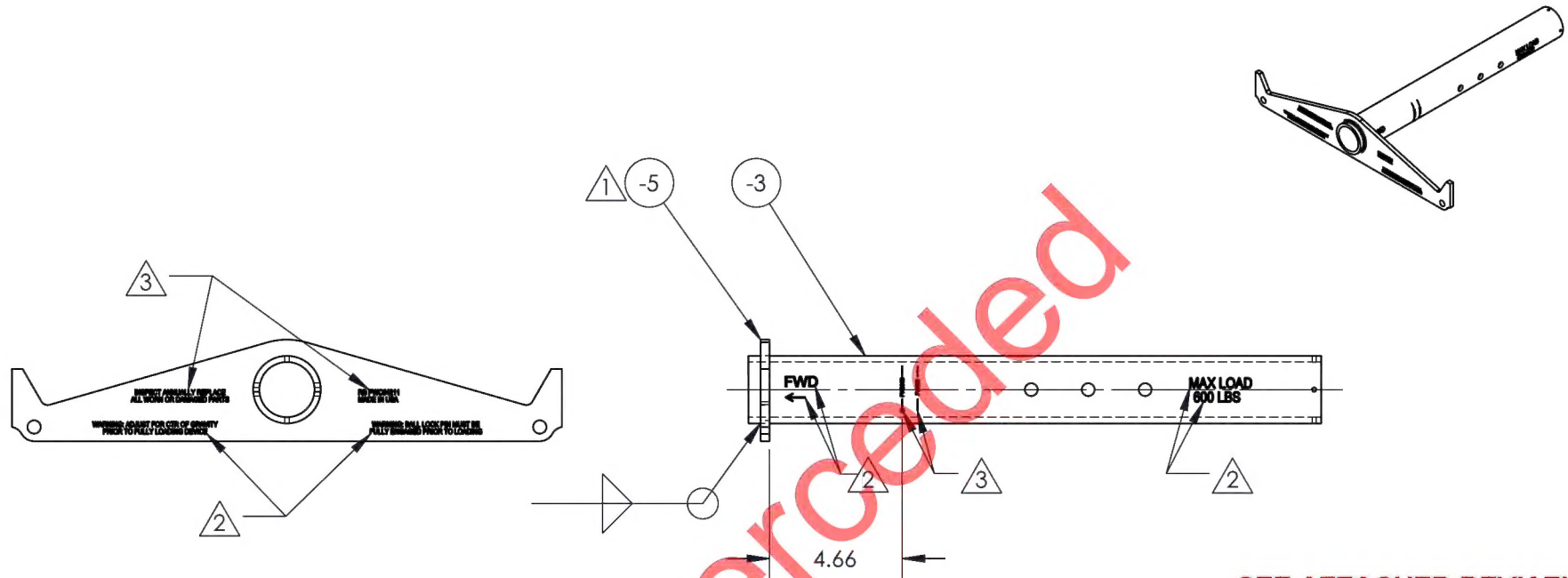
**SEE ATTACHED DEVIATION**

NOTE:  
1 LIMIT GAP BETWEEN -15 AND -27 TO .125 MAX; MUST ROTATE FREELY.

DART AEROSPACE			
TITLE ENGINE HOIST			
DWG NO. RB PWC64211			REV 1
MAT'L UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES .XXX ± .005 FRACTIONS ± 1/8 .XX ± .01 ANGLES ± 5° .X ± .1		DRAWN BY: CLOUGH APPROVED: J. Gilbert TREAT FINISH SPEC	
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R 2. DIMENSIONAL LIMITS APPLY AFTER PLATING		USED ON MODEL PRATT & WHITNEY 200 & 202B	
SCALE 1:4	DATE 11/26/2014	SHEET 1 OF 16	

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				APPROVED



**SEE ATTACHED DEVIATION**

**NOTE:**

- ① -5 FACE WITH MACHINED ENGRAVINGS MUST FACE OUTWARD.
- ② FILL ENGRAVINGS WITH YELLOW PAINT AFTER ANODIZE.
- ③ FILL ENGRAVINGS WITH WHITE PAINT AFTER ANODIZE.

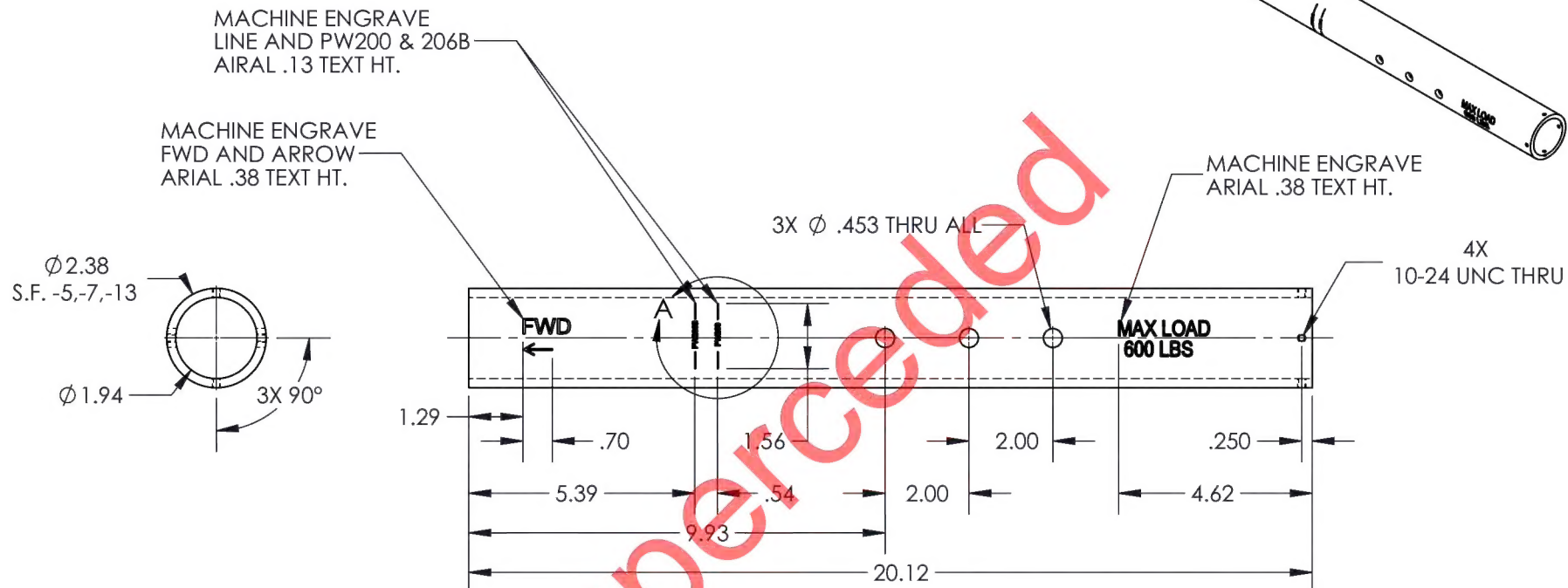
**UNDER REVIEW**  
URF 19-688 19.04.12 (KPT)

①  
FRAME WELDMENT

<b>DART</b> AEROSPACE	
TITLE ENGINE HOIST	
DWG NO. RB PWC64211-1	REV 1
MAT'L UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES .XXX ± .005 FRACTIONS ± 1/8 .XX ± .01 ANGLES ± 5° .X ± .1	DRAWN BY: CLOUGH APPROVED <i>J Gilbert</i> HEAT TREAT FINISH BLACK ANODIZE SPEC MIL-A-8625F, TYPE II, CLASS II USED ON MODEL PRATT & WHITNEY 200 & 206B
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R 2. DIMENSIONAL LIMITS APPLY AFTER PLATING	SCALE 1:6 DATE 11/25/2014 SHEET 2 OF 16

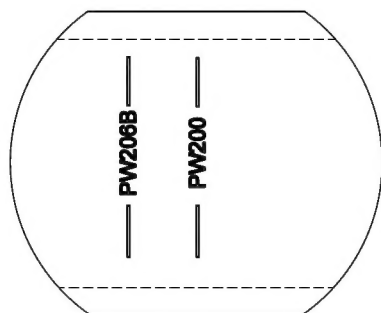
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REVISIONS			
REV	ECR	DESCRIPTION	DATE



SEE ATTACHED DEVIATION

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URF 19-688 19.04.12 (KPT)



DETAIL A  
SCALE 2 : 3

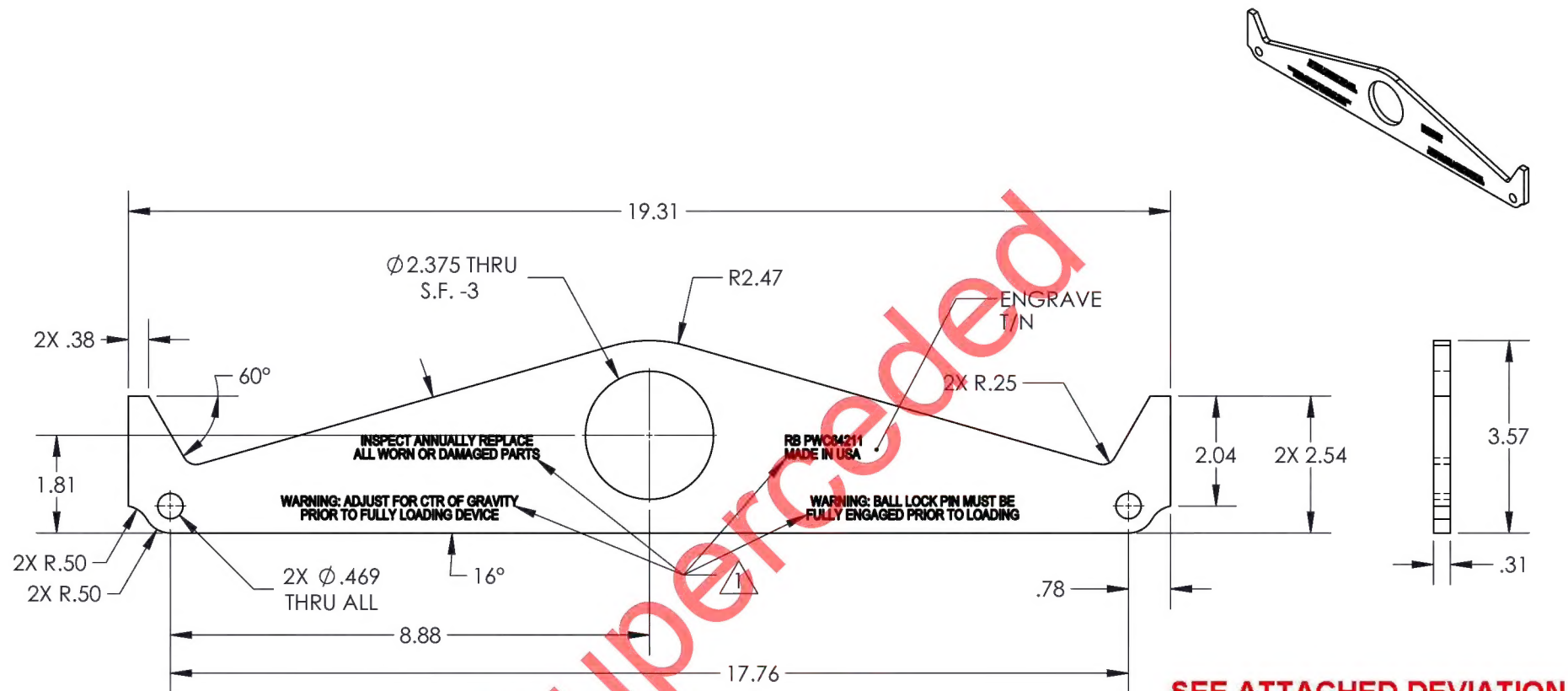
(3)

FRAME TUBE

<b>DART</b> AEROSPACE	
TITLE <b>ENGINE HOIST</b>	
DWG NO. <b>RB PWC64211-3</b>	REV <b>1</b>
MAT'L 6061 SCH 80	DRAWN BY: CLOUGH
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES	APPROVED <i>J Gilbert</i>
.XXX ± .005 FRACTIONS ± 1/8	HEAT TREAT
.XX ± .01 ANGLES ± 5°	FINISH SEE -1 WELDMENT
.X ± .1	SPEC
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	USED ON MODEL
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	PRATT & WHITNEY 200 & 206B
SCALE 1:4	DATE 11/25/2014
SHEET 3 OF 16	



REVISIONS					
REV	ECR	DESCRIPTION	DATE	INITIAL	APPROVED
1	16-0001	-5 REMOVED 10-32 LANYARD MOUNT HOLES	9/8/2015	SM	JAG



**SEE ATTACHED DEVIATION**

NOTE:

1 MACHINE ENGRAVE TEXT ARIAL .188 HT.

**UNDER REVIEW**  
URF 19-688 19.04.12 (KPT)

-5

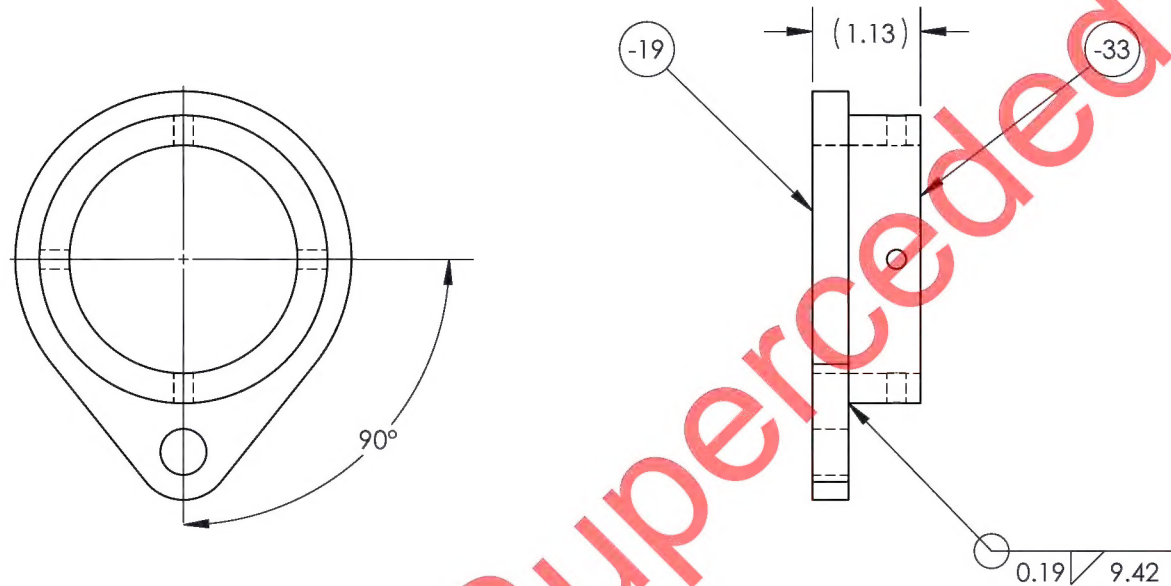
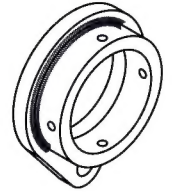
FRAME FORWARD END



TITLE		ENGINE HOIST	
DWG NO.		RB PWC64211-5	
MAT'L 6061		DRAWN BY: CLOUGH	
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES		APPROVED <i>J Gilbert</i>	
.XXX ± .010		HEAT	
.XX ± .03		TREAT	
.X ± .1		FINISH SEE -1 WELDMENT	
1. BREAK ALL SHARP EDGES .015 x .45" OR .015R		SPEC	
2. DIMENSIONAL LIMITS APPLY AFTER PLATING		USED ON MODEL	
SCALE 1:3		PRATT & WHITNEY 500 & 206B	
DATE 11/25/2014		SHEET 4 OF 16	

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				APPROVED



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URF 19-688 19.04.12 (KPT)

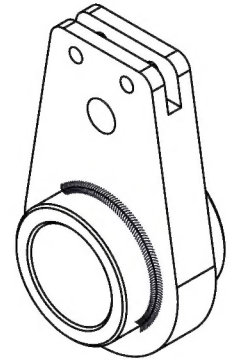
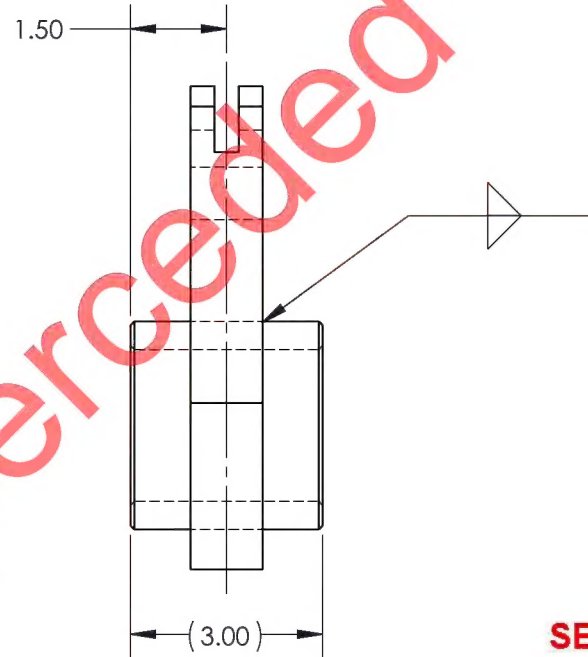
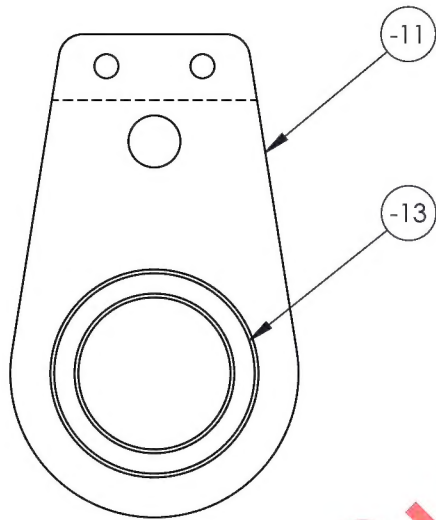
**SEE ATTACHED DEVIATION**

(-7)  
FRAME AFT END WELDMENT

<b>DART AEROSPACE</b>	
TITLE <b>ENGINE HOIST</b>	
DWG NO. <b>RB PWC64211-7</b>	REV <b>1</b>
MAT'L UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES .XXX ± .005 FRACTIONS ± 1/8 .XX ± .01 ANGLES ± 5° .X ± .1	DRAWN BY: <b>MACKOVJAK</b> APPROVED <i>J Gilbert</i> HEAT TREAT FINISH <b>BLACK ANODIZE</b> SPEC <b>MIL-A-8625F, TYPE II, CLASS II</b> <b>USED ON MODEL</b> <b>PRATT &amp; WHITNEY 200 &amp; 202B</b>
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R 2. DIMENSIONAL LIMITS APPLY AFTER PLATING	
SCALE <b>1:2</b>	DATE <b>9/11/2015</b>
SHEET 5 OF 16	

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				APPROVED



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URF 19-688 19.04.12 (KPT)

**SEE ATTACHED DEVIATION**

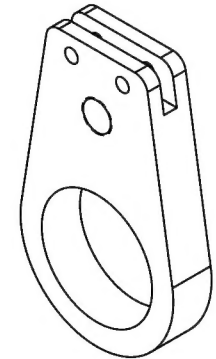
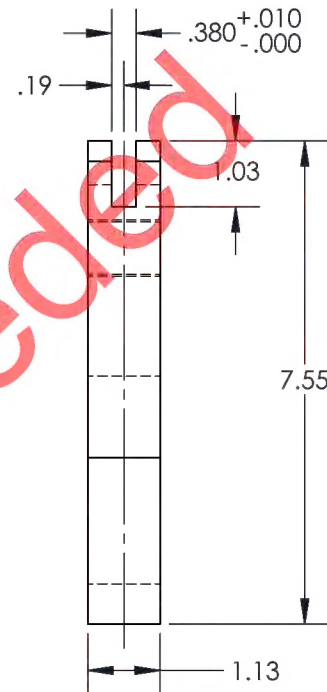
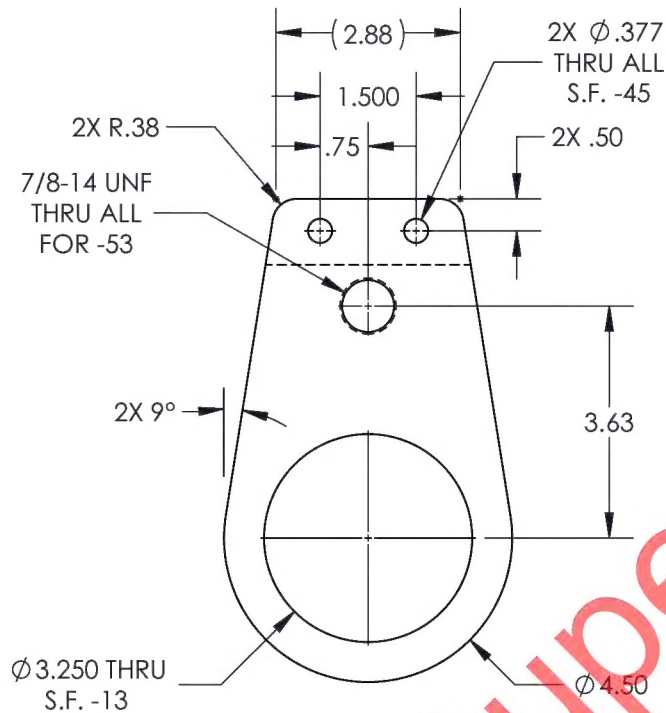
(-9)

LIFT WELDMENT

<b>DART AEROSPACE</b>	
TITLE <b>ENGINE HOIST</b>	
DWG NO. <b>RB PWC64211-9</b>	REV <b>1</b>
MAT'L <b>UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES .XXX ± .005 FRACTIONS ± 1/8 .XX ± .01 ANGLES ± 5° .X ± .1</b>	DRAWN BY: <b>CLOUGH</b> APPROVED <i>J Gilbert</i> HEAT TREAT FINISH <b>BLACK ANODIZE</b> SPEC <b>MIL-A-8625F, TYPE II, CLASS II</b>
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R 2. DIMENSIONAL LIMITS APPLY AFTER PLATING	
SCALE <b>1:3</b>	DATE <b>11/25/2014</b>
SHEET 6 OF 16	

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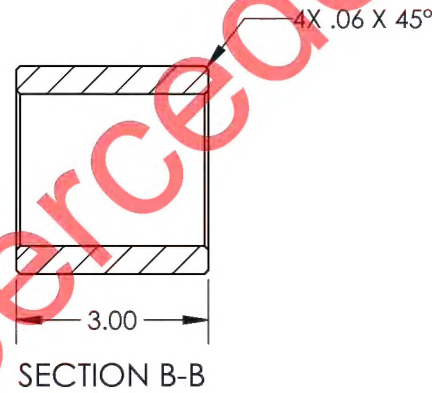
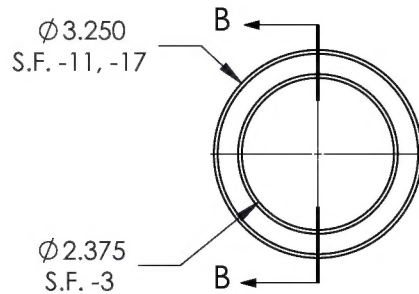
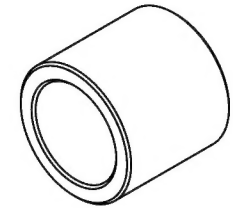
**SEE ATTACHED DEVIATION**

(-11)  
LIFT BODY

<b>DART AEROSPACE</b>	
TITLE <b>ENGINE HOIST</b>	
DWG NO. <b>RB PWC64211-11</b>	REV <b>1</b>
MAT'L 6061	DRAWN BY: CLOUGH
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES	APPROVED <i>J Gilbert</i>
.XXX ± .005	HEAT TREAT
.XX ± .01	FINISH SEE -9 WELDMENT
.X ± .1	ANGLES ± 5°
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	SPEC
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	USED ON MODEL
	PRATT & WHITNEY 200 & 206B
SCALE 1:3	DATE 11/24/2014
	SHEET 7 OF 16

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Superseded

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**SEE ATTACHED DEVIATION**

<b>DART AEROSPACE</b>	
TITLE <b>ENGINE HOIST</b>	
DWG NO. <b>RB PWC64211-13</b>	REV <b>1</b>
MAT'L 6061	DRAWN BY: CLOUGH
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES	APPROVED <i>J Gilbert</i>
.XXX ± .005 FRACTIONS ± 1/8	HEAT TREAT
.XX ± .01 ANGLES ± 5°	FINISH SEE -9 & -15 WELDMENT
.X ± .1	SPEC
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	USED ON MODEL
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	PRATT & WHITNEY 200 & 206B
SCALE 1:3	DATE 11/24/2014
SHEET 8 OF 16	

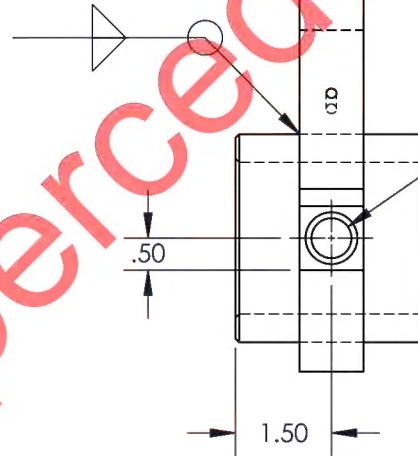
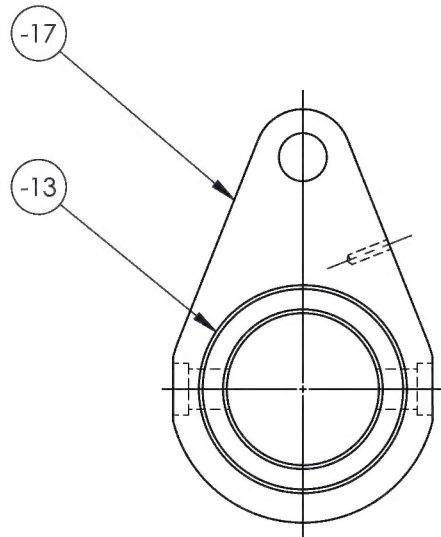
(-13)

SLIDE TUBE

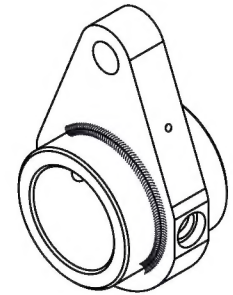


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				APPROVED



2X  $\phi$  .6253  $\nabla$  1.00  
 $\square$   $\phi$  .81  $\nabla$  .24



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 URF 19-688 19.04.12 (KPT)

**SEE ATTACHED DEVIATION**

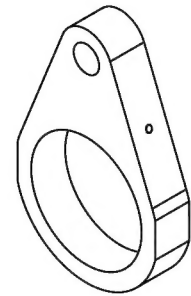
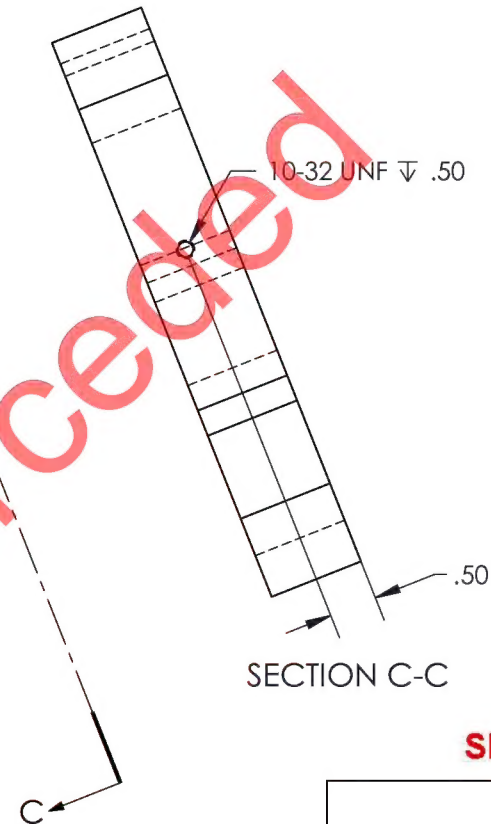
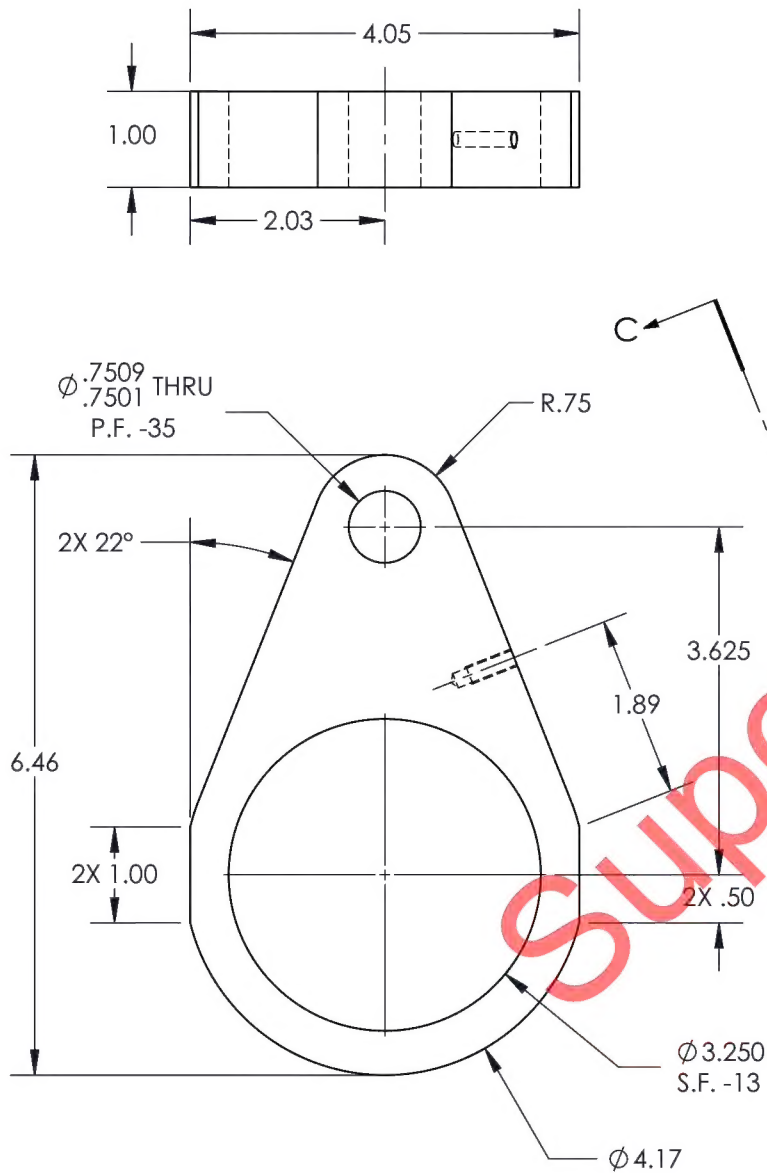
-15

ANCHOR WELDMENT

<b>DART</b> AEROSPACE	
TITLE ENGINE HOIST	
DWG NO. RB PWC64211-15	REV 1
MAT'L UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES .XXX $\pm$ .005 .XX $\pm$ .01 .X $\pm$ .1 FRACTIONS $\pm$ 1/8 ANGLES $\pm$ 5°	DRAWN BY: CLOUGH APPROVED <i>J Gilbert</i> HEAT TREAT FINISH BLACK ANODIZE SPEC MIL-A-8625F, TYPE II, CLASS II USED ON MODEL PRATT & WHITNEY 200 & 206B
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R 2. DIMENSIONAL LIMITS APPLY AFTER PLATING	
SCALE 1:3	DATE 11/24/2014
SHEET 9 OF 16	


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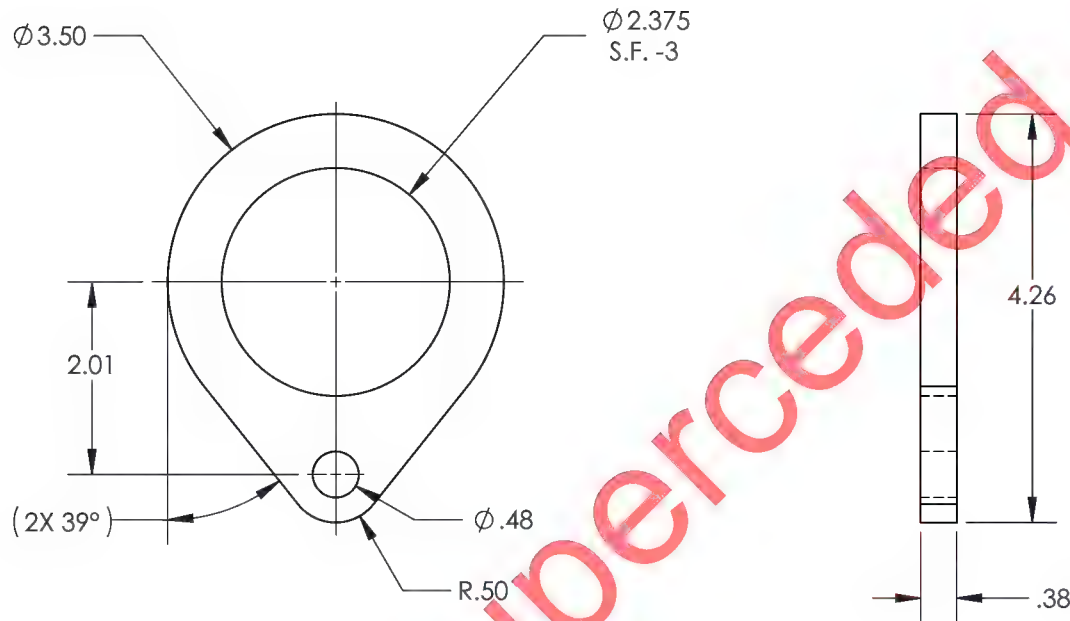
		
TITLE ENGINE HOIST		
DWG NO. RB PWC64211-17		REV 1
MAT'L 6061	DRAWN BY: CLOUGH	
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES .XXX ± .005      FRACTIONS ± 1/8 .XX ± .01      ANGLES ± 5° .X ± .1	APPROVED <i>J Gilbert</i> HEAT TREAT FINISH SEE -15 WELDMENT SPEC	
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	USED ON MODEL	
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	PRATT & WHITNEY 200 & 206B	
SCALE 1:2	DATE 11/24/2014	SHEET 10 OF 16

(17)

ANCHOR BODY

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**SEE ATTACHED DEVIATION**

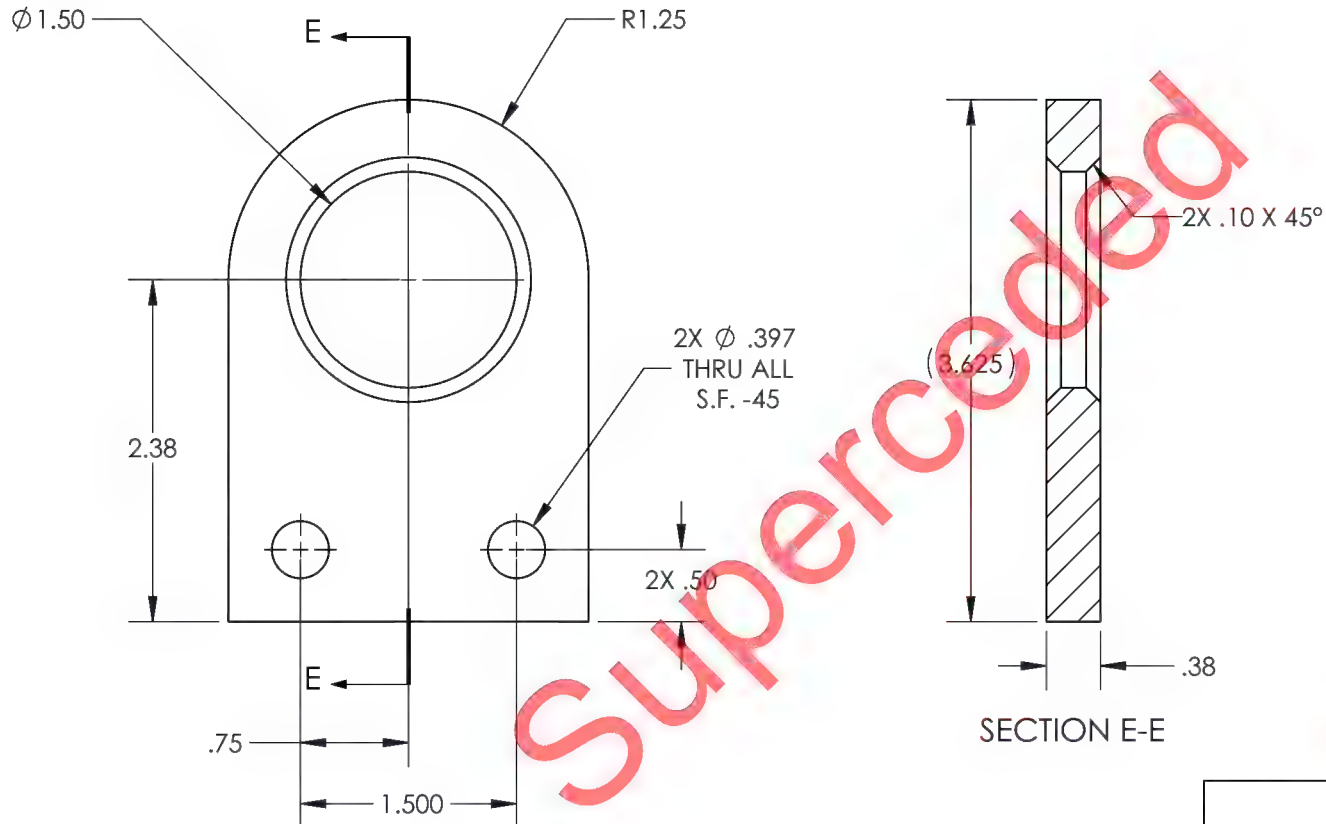
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TITLE <b>ENGINE HOIST</b>	
DWG NO. <b>RB PWC64211-19</b>	REV <b>1</b>
MAT'L 6061	DRAWN BY: CLOUGH
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES	APPROVED <i>J Gilbert</i>
.XXX ± .010 FRACTIONS ± 1/8	HEAT TREAT
.XX ± .03 ANGLES ± 5°	FINISH SEE -7 WELDMENT
.X ± .1	SPEC
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	USED ON MODEL
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	PRATT & WHITNEY 200 & 206B
SCALE 1:2	DATE 11/25/2014 SHEET 11 OF 16

(-19)

FRAME AFT END

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REV	ECR	DESCRIPTION	DATE	INITIAL
				APPROVED



**UNDER REVIEW**  
URF 19-688 19.04.12 (KPT)

**SEE ATTACHED DEVIATION**

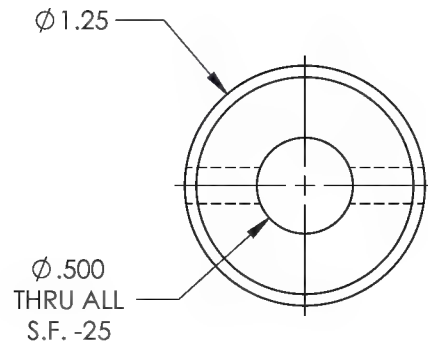
(-21)  
LIFT PLATE

<b>DART AEROSPACE</b>	
TITLE <b>ENGINE HOIST</b>	
DWG NO. <b>RB PWC64211-21</b>	REV <b>1</b>
MAT'L 1018	DRAWN BY: <b>CLOUGH</b>
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES	APPROVED <i>J Gilbert</i>
.XXX ± .005	HEAT TREAT
.XX ± .01	FINISH <b>BLACK OXIDE</b>
.X ± .1	SPEC
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	USED ON MODEL
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	<b>PRATT &amp; WHITNEY 200 &amp; 206B</b>
SCALE <b>3:4</b>	DATE <b>11/21/2014</b>
SHEET <b>12 OF 16</b>	

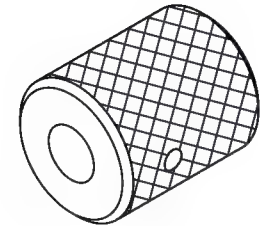
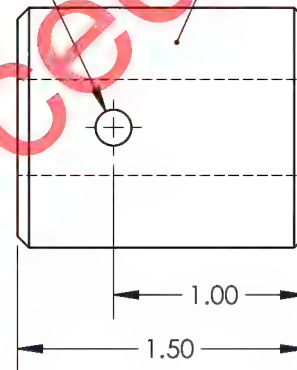


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REV	ECR	DESCRIPTION	DATE	INITIAL
				APPROVED



Ø .192  
Ø .187  
THRU ALL



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URF 19-688 19.04.12 (KPT)

**SEE ATTACHED DEVIATION**

(-23)

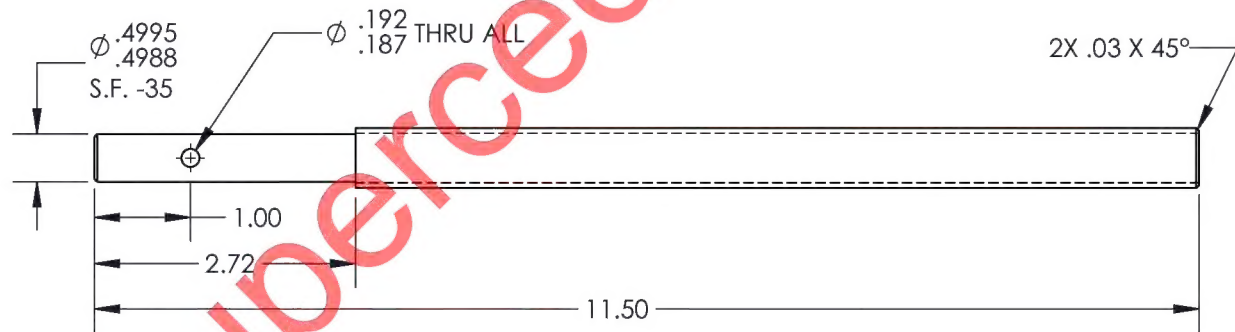
KNOB

<b>DART AEROSPACE</b>	
TITLE <b>ENGINE HOIST</b>	
DWG NO. <b>RB PWC64211-23</b>	REV <b>1</b>
MAT'L 1018	DRAWN BY: CLOUGH
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES	APPROVED <i>J Gilbert</i>
.XXX ± .005 FRACTIONS ± 1/8	HEAT TREAT
.XX ± .01 ANGLES ± 5°	FINISH BLACK OXIDE
.X ± .1	SPEC
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	USED ON MODEL
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	PRATT & WHITNEY 200 & 206B
SCALE 1:1	DATE 11/21/2014
SHEET 13 OF 16	

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REVISIONS				
REV	ECR	DESCRIPTION	DATE	INITIAL
				APPROVED

(5/8-11 UNC)



SEE ATTACHED DEVIATION

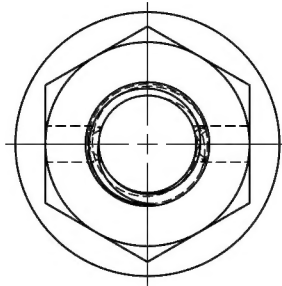
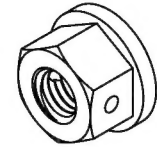
UNDER REVIEW  
URF 19-688 19.04.12 (KPT)

(-25)  
SCREW

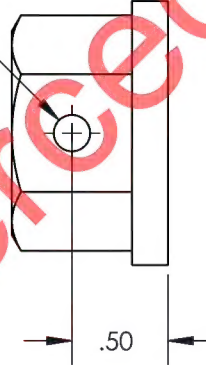
<b>DART</b> AEROSPACE	
TITLE ENGINE HOIST	
DWG NO. RB PWC64211-25	REV 1
MAT'L STEEL	DRAWN BY: CLOUGH
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES	APPROVED <i>J Gilbert</i>
.XXX ± .005 FRACTIONS ± 1/8	HEAT TREAT
.XX ± .01 ANGLES ± 5°	FINISH BLACK OXIDE
.X ± .1	SPEC
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	USED ON MODEL
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	PRATT & WHITNEY 200 & 206B
SCALE 1:2	DATE 11/24/2014
SHEET 14 OF 16	

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REVISIONS				
REV	ECR	DESCRIPTION	DATE	INITIAL
				APPROVED



$\phi .192$   
 $.187$  THRU ALL



**UNDER REVIEW**  
URF 19-688 19.04.12 (KPT)

**SEE ATTACHED DEVIATION**

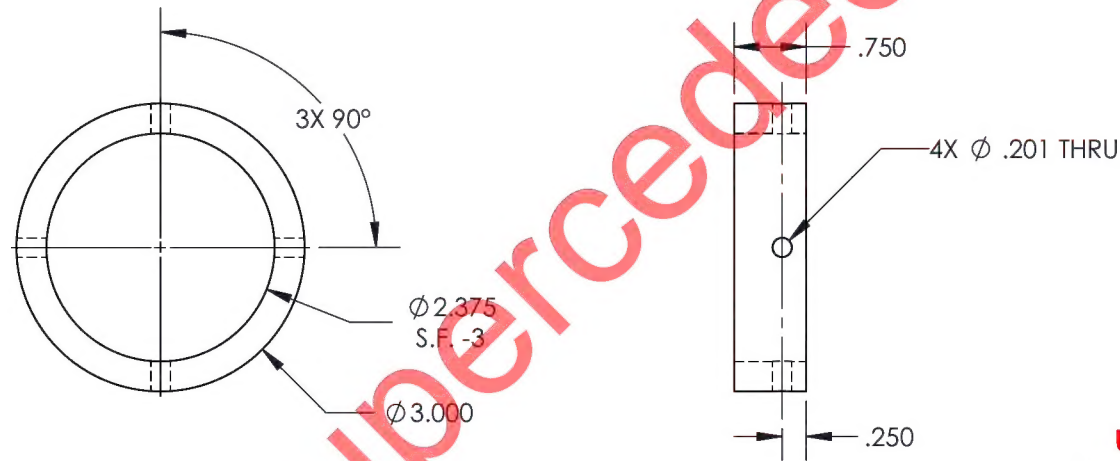
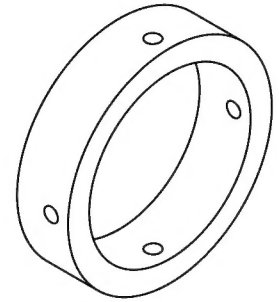
(-27)

FLANGE HEX NUT

<b>DART</b> AEROSPACE	
TITLE ENGINE HOIST	
DWG NO. RB PWC64211-27	REV 1
MAT'L STEEL	DRAWN BY: CLOUGH
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES	APPROVED <i>J Gilbert</i>
.XXX ± .005	HEAT TREAT
.XX ± .01	FINISH BLACK OXIDE
.X ± .1	ANGLES ± 5°
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	SPEC
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	USED ON MODEL
	PRATT & WHITNEY 200 & 206B
SCALE 1:1	DATE 11/24/2014
	SHEET 15 OF 16

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REVISIONS				
REV	ECR	DESCRIPTION	DATE	INITIAL
				APPROVED



**UNDER REVIEW**  
URF 19-688 19.04.12 (KPT)

**SEE ATTACHED DEVIATION**

(-33)

FRAME AFT END MOUNT

<b>DART AEROSPACE</b>	
TITLE <b>ENGINE HOIST</b>	
DWG NO. <b>RB PWC64211-33</b>	REV <b>1</b>
MAT'L 6061	DRAWN BY: <b>MACKOVJAK</b>
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES	APPROVED <i>J Gilbert</i>
.XXX ± .005 FRACTIONS ± 1/8	HEAT TREAT
.XX ± .01 ANGLES ± 5°	FINISH SEE -7 WELDMENT
.X ± .1	SPEC
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	USED ON MODEL
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	<b>PRATT &amp; WHITNEY 200 AND 202B</b>
SCALE 1:2	DATE 9/9/2015
	SHEET 16 OF 16



Entered: \_\_\_\_\_ Date: \_\_\_\_\_



## WORK ORDER NON-CONFORMANCE / ROUTE UPDATE

NCR No. \_\_\_\_\_

Route update only ☐

Job: _____  Part No. <u>RB PWC64211 Rev. 1</u>	<b>DISPOSITION</b>  Rework <input type="checkbox"/> Scrap <input type="checkbox"/> Use-as-is <input type="checkbox"/>	<b>DEPARTMENT/PROCESS</b>  <div style="display: flex; justify-content: space-between;"> <div>           Skid-tube <input type="checkbox"/>            Machining <input type="checkbox"/>            Large Fab <input type="checkbox"/> </div> <div>           Cross tube <input type="checkbox"/>            Small Fab <input type="checkbox"/>            Finishing <input type="checkbox"/> </div> <div>           Eng. (Non-AW) <input type="checkbox"/>            Prod. Eng. Coord. <input type="checkbox"/>            Rec/Store/Packaging <input type="checkbox"/> </div> <div>           Engineering <input type="checkbox"/>            Water Jet <input type="checkbox"/>            Supplier Quality <input type="checkbox"/> </div> </div>		
Date : _____	Sequence #: _____	QTY Affected : _____	<b>MRB (QSI042)</b>  JULY 26, 2018	
<b>Description Work Order Deviation</b>  -RB PWC64211-5: WAS 2.375 +/- .005 IS 2.406 +.010/-0 -RB PWC64211-19: WAS 2.375 +/- .005 IS 2.406 +.010/-0 -RB PWC64211-33: WAS 2.375 +/- .005 IS 2.406 +.010/-0, WAS 3.000 +/- .005 IS 3.00 +/- .010 -RB PWC64211-11: CLASS 2B ADDED, WAS 3.250 +/- .005 IS 3.250 +.003/-0, WAS .380 +.010/-0 IS .390 +.010/-0, WAS 3.63 +/- .010 IS .3.625 +/- .005 -RB PWC64211-13 REV PB: WAS 3.250 +/- .005 IS 3.248 +0/- .005, WAS 2.375 +/- .005 IS 2.406 +.010/-0 -RB PWC64211-17 REV PB: WAS 3.250 +/- .005" IS 3.250 +.005/-0 -RB PWC64211-23 REV PB: WAS .500 +/- .005 IS .500/.505 -RB PWC64211-25 REV PB: CLASS 2A ON THREAD ADDED		<b>Disposition</b>  This deviation is acceptable.  The drawing will be updated to reflect these changes.		<b>Completed By</b>    <b>Lead hand / Supervisor</b>    <b>QC / QA Coordinator</b>
<b>Root Cause</b>  <div style="display: flex;"> <div style="flex: 1;">           Operator <input type="checkbox"/>            Manufacturing Process <input type="checkbox"/>            Equip/Tooling <input type="checkbox"/>            Handling/Presservation <input type="checkbox"/>            Material <input type="checkbox"/>            Product Improvement <input type="checkbox"/>            Process Improvement <input type="checkbox"/>            Human Factors <input type="checkbox"/> </div> <div style="flex: 1;"> <input type="checkbox"/> Pressure/Forced  <input type="checkbox"/> Bending  <input type="checkbox"/> Crushing  <input type="checkbox"/> Cracks  <input type="checkbox"/> Crimp/Kink/Ripple/Wave/Twist  <input type="checkbox"/> Marks/Chatter  <input type="checkbox"/> Mislabeled         </div> </div>		<b>FAULT CATEGORY</b>  <div style="display: flex;"> <div style="flex: 1;"> <input type="checkbox"/> Contamination  <input type="checkbox"/> Misaligned/off center  <input type="checkbox"/> BOM/Route  <input type="checkbox"/> Broken/Damage/Defect  <input type="checkbox"/> Incomplete/Unclear Instructions  <input type="checkbox"/> Drill Holes  <input type="checkbox"/> Fit/Function         </div> <div style="flex: 1;"> <input type="checkbox"/> Power Loss/Surge  <input type="checkbox"/> Folio/Program  <input type="checkbox"/> Grain Direction  <input type="checkbox"/> Weld  <input type="checkbox"/> Wrong Stock Pulled  <input type="checkbox"/> Out of Sequence  <input type="checkbox"/> Off-set/Set-up         </div> <div style="flex: 1;"> <input type="checkbox"/> Positioned Wrong  <input type="checkbox"/> Outside Tolerance  <input type="checkbox"/> Drawing  <input type="checkbox"/> Finish  <input type="checkbox"/> Part Lost/Missing  <input type="checkbox"/> Misread         </div> </div>		
<div style="display: flex;"> <div style="flex: 1; writing-mode: vertical-rl; transform: rotate(180deg);"> <b>UNDER REVIEW</b> </div> <div style="flex: 1;">           Other/Details: _____         </div> </div>				